

THE GLOBE-REPUBLICAN.

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DODGE CITY, KANSAS, WEDNESDAY, NOVEMBER 27, 1889.

FOURTEENTH YEAR. VOL. XIII, NO. 5

CHURCH DIRECTORY.

METHODIST EPISCOPAL.
Rev. W. H. Rose, pastor, at new M. E. church every Sunday at 11 a. m. and 7:30 p. m. Sunday School at 9:45 a. m. Prayer meeting on Thursday evening and young folks prayer meeting Tuesday evening at 7:30.

PRESBYTERIAN.
Rev. J. M. Wright, pastor. Services every Sunday at 11 a. m. and 7:30 p. m. Sunday school at 9 o'clock. Prayer meeting Tuesday evening.

PROTESTANT EPISCOPAL CHURCH.
Services every Sunday at 11:00 a. m. and 7:30 p. m. Ladies' Guild meets every Thursday. Mrs. J. H. Finlay, Pres. of Guild.
J. J. SUMMERSBY, Lay Reader.

CATHOLIC.
Regular services at the church on the first and third Sunday each month, at 8:00 and 10:30 a. m.
C. L. KEARFUL, Rector.

SECRET SOCIETIES.

A. F. & A. M.
Regular Communication of St. Bernard's Lodge No. 222 meets second and fourth Fridays of every month, at 8 p. m. in Masonic Hall, Dodge City, Kansas. All members in good standing are cordially invited to attend.
C. W. WILLETT, W. M.
J. C. BAIRD, Sec'y.

K. of P.
Meets every Tuesday evening in I. O. O. F. Hall, Dodge City, Kansas. All regular members are cordially invited to attend. L. A. LATIMER, C. C.
W. N. HARPER, K. of R. & S.

HALL OF CORONA LODGE.
I. O. O. F. No. 137.
Lodge meets every Wednesday evening in new lodge room of I. O. O. F. All members of the order in good standing invited to attend.
ROBT. BUCHANAN, N. G.
CHAS. LEESEN, Secretary.

A. O. U. W.
Protection Lodge No. 172, meets every Monday night at 8 o'clock, Masonic Hall, Dodge City, Kansas. Visiting brothers are cordially invited to meet with us when in the city.
FRANK AKINS, W. M.
C. E. HUDSON, Recorder.

LEWIS POST, 294, G. A. R.
Meets at I. O. O. F. Hall, Dodge City, Kansas, on the first and third Tuesdays in each month. Members are earnestly requested to attend. Visiting comrades cordially invited.
D. L. SWENNEY, Commander.
J. F. COBB, Adj't.

S. K. OF A. O. U. W., Dodge City.
Lodge No. 33 meets at Masonic Hall the first and third Thursdays of each month at 7:00 p. m. Comrades visiting in the city are cordially invited to meet with us.
W. E. OAKLEY, S. C.
FRANK AKINS, Recorder.

Peter Harding's

Condition Powders are well and favorably known. E. R. Garland has prepared and sold them in Dodge City for the last six years; they are the best and cheapest in the market.

Wm. T. S. CURTISS,

Attorney and Counselor at Law,
Kellogg Building, 1416, F Street N. W., Washington, D. C.

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References: Hon. S. R. Peters, Newton, Kas.; Hon. E. J. Turner, Hoxie, Kas.; Hon. Thos. Ryan, Topeka, Kas.; Hon. E. G. Ross, Governor of New Mexico; Hon. S. J. Crawford, ex-Gov. of Kansas; Theod. F. Wood, treasurer U. S. Express Co., N. Y. City; Shellbarger & Wilson, Wm. E. Earl and Walter D. Davidge, Washington, D. C.

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And Stockmen, get ready for wintering your stock by feeding Peter Harding's Condition Powders, prepared and sold by E. R. Garland at 25c per pound package, one-half the cost of patent medicines.

THE RAILROADS!

Traffic Alliance of the Santa Fe and Rock Island.

The Most Important Agreement of the Year—A Strong Combination—Of Very Great Importance to Dodge City.

Special Dispatch to the Globe-Democrat.

CHICAGO, ILL., November 21.—At 4 o'clock this afternoon President Cable, of the Rock Island, by his signature completed the formation of the most important railroad traffic agreement of the year. It is stronger in every respect, more binding in all its features, and of far greater importance, than the agreement recently made between the Union Pacific and Northwestern. In brief, the agreement binds together in the closest possible bonds short of actual joint ownership the Rock Island, the entire Atchison system and the Atlantic and Pacific. The new line is but fifty-one miles shorter from Chicago to San Francisco than the Northwestern, Union Pacific and Central Pacific. Figuring on Atchison and Santa Fe mileage, it is twelve miles shorter. The new line is to be called the Rock Island and Santa Fe route, the agreement going into effect at once. The agreement is voluminous, and is as far as a railroad agreement can be made. It is pronounced by President Cable, and General Counsel Withrow, of the Rock Island, and by the Santa Fe officials, the most perfect document of its kind ever drawn up. The agreement provides that for a long term of years the new route shall be maintained by the parties thereto in spite of any or all other outside deals, consolidations or combinations. In the new route Dodge City, Kansas, is made the dividing point for all east and west bound traffic. All unassigned freight and passenger traffic from Chicago west-bound is turned over by the Rock Island at Dodge City to the Atchison. All unassigned east-bound traffic from the west is turned over by the Atchison at Dodge City to the Rock Island. All freight is to be handled in through cars, and is to go on through billing from origin to destination. Each road is in every possible way to give the preference to the other irrespective of past, present or future alliances. The Rock Island and Santa Fe are competing roads for a vast amount of business, especially at Denver, Topeka, and in the Indian Territory. From the Missouri river to Chicago the interests of the roads are identical. Every present or prospective competing point is gone over carefully in the agreement, and it is provided exactly what each shall do.

It will be remembered that the *Globe-Democrat* has spoken of the coming extension of the Colorado Midland to Ogden via the Denver and Rio Grande Western. The agreement shows the Atchison was alive to future complications here—in fact, had it not been for President Cable's control of the Colorado Midland the agreement would have been signed three days ago. In regard to the Colorado Midland deal, the agreement shows that it will be made as foretold. This, of course, will give a shorter line between Chicago and San Francisco to the Rock Island, and a longer haul by nearly 1000 miles. The agreement provides that when the Colorado Midland is completed the Rock Island shall turn over at Dodge City to the Atchison, on its east-bound business, car for car that goes west over the Rock Island and Colorado Midland. In other words, the agreement on interchange of business is practically reversed for this line when it is completed two years hence. Following a car of freight from Chicago to San Francisco, it will go in the same car and the same billing as follows, over the new-formed Rock Island and Santa Fe route: Chicago over the Rock Island to Kansas City, 521 miles; thence to Dodge City, Kansas, 201 miles. Hence it is turned over to the Santa Fe, which takes it to Albuquerque, 350 miles; thence to Mojave, over the Atlantic and Pacific, 815 miles, and to San Francisco over the Southern Pacific, 382 miles; total, 2469 miles. For illustration take a car going under the Union Pacific-Northwestern agreement from Chicago to Omaha over the Northwestern, 492 miles; thence over the Union Pacific to Ogden, 1081 miles; thence over the Central Pacific branch of the Southern Pacific, 2418 miles; total, 2418 miles—a difference of 51 miles in favor of the latter. Figuring on Santa Fe mileage, however, the Rock Island and Santa Fe route is twelve miles shorter, as already shown.

President Cable was interviewed by a *Globe-Democrat* reporter five minutes after he had affixed his signature to this important document. He was not inclined at first to talk much on the subject, but ultimately said: "It is a very important move, and I am glad it is finally settled. It is made of course, to counteract the

effects of the Union-Pacific-Northwestern agreement, and I am perfectly satisfied that it will succeed in its subject. I do not see how the agreement could be made stronger or more binding. We have the failure of many railroad agreements to warn us of dangerous ground, and I am satisfied there will be no disagreement. So certain are we of this that the agreement itself provides for no board of arbitration except the officials of the two corporations. The agreement was not made hurriedly. I had talked it over often with President Strong, of the Atchison, and we had nearly reached an agreement when he resigned. President Marvel took up the matter where President Strong had left it, and after much deliberation the agreement forming the Rock Island and Santa Fe route was consummated."

President Marvel, of the Atchison, is on a tour, the first he has made of the Atchison system. Freight Traffic Manager Hanley was seen, however. Said he: "I am very much pleased with the agreement, and do not apprehend the slightest difficulty in its smooth working. It gives us the short line to Fresno, Cal., the center of the fruit country, and by far the shortest line to Southern California, Texas, New Mexico and all southwestern points. The line is only a few miles longer to San Francisco than the Union Pacific Northwestern combination and that longer distance of fifty miles is of no great consequence in a mileage of 2469 miles."

Other facts gathered from various sources show that on the average the Rock Island and Santa Fe route is far superior to any of its competitors. It has none of the difficulties with snow blockades which two often brings traffic on Northern routes to a standstill; in fact, the winter season will be the best one for the new route, as there are no sand storms, and there is not a day when schedule time can not be made. This difference will be especially noticeable this winter, as more than \$250,000 worth of snow sheds have been burned on the Union Pacific this summer.

Vice President McMullen, of the Alton, was also seen. Said he: "The agreement, as you outline it, is an extremely important one, far more so than the Union Pacific-Northwestern agreement. It will probably benefit both lines, but it will not hurt the Alton in any event—the Alton will, as it has always done, meet any rate made by any other line from the Missouri river to Chicago. I do not apprehend there will be any lowering of rates, but the divisions of the through rates from the Missouri, if less than the present tariff, will be promptly met by the Alton."

There is no chance of the agreement being broken by the Southern Pacific or the Atlantic and Pacific. The Atlantic and Pacific has a cast-iron contract with the Southern Pacific, compelling the latter to furnish trackage and terminal facilities from Mojave to San Francisco for all trains run by the Atlantic and Pacific. In 1886 the Southern Pacific made a bitter fight to break this contract. The Atlantic and Pacific secured an injunction against the Southern Pacific, put on its own trains and cut rates so desperately as to bring the Southern Pacific to time in short order. The Atlantic and Pacific is a proprietary line of the Atchison system, and of course, acts as a unit.

KERRY GOW.

The Boss Comedy of the Season—A Large Audience.
Oil City (Pennsylvania) Derrick.

The managers of the oil region circuit cannot be commended too highly for affording an Oil City audience the pleasure of witnessing Mr. John S. Murphy in the romantic Irish drama entitled "Kerry Gow." Those who did not go missed the richest dramatic treat of the season; those who did go were delighted and there was every reason for their being so.

The great players are those who are the most natural. Straining after effect is rarely rewarded. At least, if there is straining in acquiring power, there must be no apparent straining when the actor is before the public. No doubt Mr. Murphy has worked carefully to master and perfect the character; and that he has succeeded, crowded houses and financial prosperity testify. "Kerry Gow" opened a new path in a rich field of fancy, which has yet been only partially explored. The Falconer, Boucalt and others the public are indebted for peeps into Irish life in dramatic representations; but the "Kerry Gow" is a quiet order, turning upon incidents in connection with families, the key of the whole being love, that old theme, but which is ever new. In the unfolding of the plot we learn the value of true love, and how the tender passion exalts the Village Vulcan into a hero, able to endure, but truthful to the "light of his eye," as the needle to the pole.

There was not an inferior actor in the company, but every member of the troupe was an artist and a favorite with the audience. Even old "Romeo," who has held up his head as a fast trotter in the community for the last century, be-

haved with the dignity of an old circus horse. He walked up the main stairway, through the opera house and stood upon the stage as nicely as he would in any city smith shop. The forging of the horse shoe upon the stage and the driving of it was a feat as natural as if performed at a regular ferrier's. Give us more dramas like Kerry Gow and a like company.

This company appears at Kelly's opera house Thanksgiving night.

To Benefit the Poor and Needy.

Pursuant to call, the county commissioners, township trustees, mayor and city council of Dodge City met at the court house Monday, November 25th, 1889, to consider better and more economical methods of giving county aid to paupers.

On motion, John W. Sidlow, county commissioner, was made chairman of the meeting, and J. J. Summersby, councilman of Dodge City, secretary. After the trustee of each of the different townships had expressed his views on the matter, a motion was made by J. J. Summersby that the chairman appoint a committee of three, "to make a provision list as a basis of rations per day for each adult." The motion prevailed and the chair appointed on that committee P. H. Sughrue, of Dodge City, Geo. S. Winans, of Spearville, and W. C. Duncker, of Wheatland.

This committee after due consideration reported the following list of articles:

One day's rations for each adult:
Three-fourths pound flour, third grade or one pound meal.
1 ounce brown sugar.
1 ounce coffee.
2 ounces salt bacon.
4 ounces dried apples.
1 ounce beans or 4 ounces potatoes.
1 ounce salt.
One-half ounce soda.

Half the above for children under five years. Coal, when necessary, not to exceed 500 pounds per month. All clothing to be of cheapest kind.

G. S. WINANS,
W. C. DUNCKER,
P. H. SUGHRUE,
Committee.

On motion the above report was put to the meeting and carried.

It was moved and seconded that all city orders be signed by trustees of wards and vouchers attached. Carried.

The chairman then took separate vote of each trustee on the amount to build a house and to furnish it on the county land to be used for a poor farm. It resulted in a unanimous choice of \$3,000.00 as the amount necessary. The further consideration of the question was left over till the January meeting of commissioners.

Meeting adjourned.
J. J. SUMMERSBY, Secy.

NEW GOODS!

Daily arriving at the Ten Cent Store. Come to my store and I will show you the best general stock of goods for the LEAST MONEY, to be found in Dodge City. Keep an eye open for my holiday ad.
FRED HALLET,
Bridge Street.

Real Estate Transfers.

The following is a complete list of real estate transfers for the week ending November 23rd, 1889, as furnished by Coolidge & Todd, abstracters, Dodge City, Kansas:

U. S. to George H. Billings, sec 24, 25-24 h. r.	8 00
U. S. to Zophar P. Ball, lot 3 and sec 24, n. w. 1-25 24 h. r.	7 25
U. S. to Eldridge T. Brockman, lot 9, 3-27-24 f.	29 25
Benjamin F. Gothard and wife to Henry W. Dickinson, sec 24, 25-26-24 Jacob Schicklerman to Abraham Weinberg, lot 7 in block 10, Dodge City, w. d.	225 00
John H. Finlay and wife to Mary A. Martin, lots 13 & 15, in Shinn's addition to Dodge City w. d.	1,500 00
George R. Anderson and wife to Mary J. Byrne, lot 1, blk 22 in Ford w. d.	75 00
W. E. Wilson to Charles L. Wallace sec 17-29-25 w. d.	15 00
Phillip S. Becker to W. E. Wilson sec 17-29-25 w. d.	1,800 00
William H. Moffitt and wife to Alfred Northrup, lots 22 & 25, blk 26, in Bellefont w. d.	25 00
William H. Moffitt and wife to Felix Jacques, lot 2 blk 11 Bellefont w. d.	15 00
John S. Martin and wife to George T. Martin, sec 24-26-26; lot 2, sec 11-27-24; lots 30, 31, 63, Spruce st.; w. 20 ft. of lot 30 Walnut st., Dodge City w. d.	1,300 00
E. F. Ott and wife to Simon S. Ott, Und. 1/2 of lots 3, 4, 5, sec 4 n. w. 1/4 30-26 24 w. d.	1,200 00
A. H. Ott and wife to Simon S. Ott, Und. 1/2 of und. 1/2 of lots 3, 4, 5, and sec 4 n. w. 1/4 sec 30-26-24 w. d.	3,150 00
W. S. Pagan and wife to Geo. M. Hoover, lot 2 blk 3, Cline's addition to Bellefont w. d.	25 00
W. C. Shinn and wife to G. M. Hoover lots 13, 15, 17, blk 15, Shinn's addition to Dodge City w. d.	1,000 00
Ira Bear and wife to H. L. Wellman, lot 5, blk 6, South Dodge w. d.	10 00
Edwin S. Sims to George M. Hoover, sec 4 33-26-21 w. d.	200 00
Enterprise Investment Co. to Chas. H. Towselee, lots 1, 2, and sec 4 n. w. 1/4 33-22 w. d.	700 00
Lobina S. Collier to Maggie J. Sughrue lot 6 blk 35, Dodge City, w. d.	700 00
James B. Daley and wife to Joe Nirdinger, sec 16-29-21 q. c. d.	25 00
Stephen Crane and wife to James E. Campbell, all sec 25-27-31 w. d.	3,000 00
James W. Brown and wife to J. B. Watkins, sec 26-29-25 w. d.	700 00

FARM AND STOCK.

Cimarron New West Echo.

Broom corn has proved to be a profitable crop in Kansas this year. Rice county farmers will receive at least \$50,000 for their crop.

Mr. Parkinson, the sugar man, is reported as saying that persons interested in Kansas sugar-making intend putting up a sugar refinery somewhere in central Kansas next year to cost about \$250,000.

The largest yield of wheat reported this year to Secretary Mohler was by S. E. Stalley, of Ellis county. He raised 65 1-3 bushels per acre on 3 3-4 acres. Several parties in the state raised 50 bushels per acre.

R. J. Preble, of Montezuma township, shipped a carload of fat cattle to Kansas City, Sunday night. S. P. Davis, of Garfield county, shipped 56 head of two-year old steers, at the same time, to a point near Kansas City. The cattle were in fine condition.

Meade Republican.

A few days since we drove out to Our Home Nursery and noted the growth of trees and crops during the past year. Mr. Smith has not been idle by any means, as will be seen by his young and thrifty orchard, from which he hopes in two years to gather plenty of fruit. He has continued to experiment, both in trees and crops. In the latter he has grown milo maize, kafir corn, etc., etc., and thinks, as the products show, that the white milo maize is the most profitable. His kafir corn was largely raised on sod and has an immense amount of feed to an acre.

Those who propose to put in early cane for the sugar mills should have their ground plowed this fall, and plowed deep, too. Cane raised for the mill should receive the best cultivation; it is better for the farmer as well as for the company using it.

Kansas Farmer.

Do not permit your poultry to be crowded; give them more space, and remove and market every "cull," and feed no stock over winter. Any farmer knows when such measure is necessary, and it is wise to see to it promptly and avoid disease.

This is the season to see how well you can get the hens to shell out. Feeding for this purpose means regularity and moderate in quantity as well as a variety. You must learn the difference between the time when they are hungry and when they are not so. Many times they will run to meet you and simply do so as a greeting, when probably an hour before they had a bonny feeding.

It is unwise to permit the hens to lay in their sleeping quarters. Have a separate house for this purpose or else place suitable nests about the yards, boxes answering well. Reserve the sleeping house solely for this purpose, then it is an easy matter to keep away lice. This is quite an important matter and the farmer will readily see the wisdom of pursuing this course in his poultry quarters and save himself much trouble hereafter.

The Knights of Labor in convention at Atlanta, Ga., adopted this resolution: "That land, including all the natural sources of wealth, is the heritage of the people, and should not be subject to speculative traffic. Occupancy and use shall be the only title to the possession of the land. The taxes on land should be listed up on its full value for use, exclusive of improvements, and should be sufficient to make for the community all the unearned increment."

A farmer named Kelly, in Pawnee county, went there in 1886, and took with him three ewes and one pure-bred Shropshire ram. Taking account of stock October, 1889, he found he had raised \$200 worth of sheep and wool, and was offered \$500 by G. H. Wadsworth for his flock of twenty-five ewes. Seven hundred dollars in three years from such a beginning is encouraging to persons who want to know what can be made raising a few sheep.

The *Orange Judd Farmer*, Chicago, commenting on the market situation last week said: "There has been a great falling off in the receipts of cattle and sheep, the cattle numbering for the past week only 56,746 head against 73,267 the previous week—a decrease of 17,561. Despite the fall in value in England, first-rate steers for export, and for eastern city demand, have sold at some advance. But even with the smaller receipts, the medium of half-fat grades have declined below the previous low rates. These are too valuable for canning, and too poor for the kind of beef most in demand. Lesson: Give 'em more corn—Sheep dropped off 12,000 head, and the better grades of both sheep and lambs have advanced—Hogs abundant, but there are now thirteen different packing firms (three new ones) competing in buying, and prices are steady and tending upward—Exports of beef from New York last week, 2,209 live bullocks, and 10,800 fresh quarters, equal to a total of only 91 less than 5,000 from that port alone."